

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

TREASURE!

There is no treasure in the world of such value as your eyesight. Treasure it, keep your eyes strong and free from strain by using

CORRECT EYEWEAR.

ALAZARUS.

OPHTHALMIC OPTICIAN,
15, Queen's Road Central, HONGKONG.
Prescriptions accurately filled.

No. 19,178 號八十七百一千九萬一第 日二十月九年未己 HONGKONG FRIDAY, NOVEMBER 14TH, 1919. 五拜禮 號四十月一拾年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.

FURTHER REDUCTIONS

in PRICE of
LIQUEURS, GINS,

STOUT &c.

in addition to

10% DISCOUNT

ON ACCOUNT OF HIGH RATE OF EXCHANGE.

CALDBECK, MACGREGOR & Co.
15, QUEEN'S ROAD CENTRAL.
Telephone No. 75.

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beasconfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL, HONGKONG.

FURNITURE AND PHOTO GOODS
STORE.
GLASS ETCHING, SIGN-BOARD AND
METAL MAKER.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description
in Stock.

DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1219.

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS.	
7.10 a.m. to 8.00 a.m.	Every 15 minutes
8.10 " to 8.30 " "	" 10 "
8.40 " to 9.00 " "	" 10 "
9.10 " to 9.30 " "	" 10 "
9.40 " to 10.00 " "	" 10 "
10.10 " to 10.30 " "	" 10 "
10.40 " to 11.00 " "	" 10 "
11.10 " to 11.30 " "	" 10 "
11.40 " to 12.00 " "	" 10 "
12.10 " to 12.30 " "	" 10 "
12.40 " to 1.00 " "	" 10 "
1.10 " to 1.30 " "	" 10 "
1.40 " to 2.00 " "	" 10 "
2.10 " to 2.30 " "	" 10 "
2.40 " to 3.00 " "	" 10 "
3.10 " to 3.30 " "	" 10 "
3.40 " to 4.00 " "	" 10 "

NIGHT CARS

8.50 p.m. to 9.00 p.m. Every 20 minutes
9.30 p.m. to 11.30 p.m. Every 20 minutes
11.45 p.m.

SATURDAY

Extra Car—12.00 Midnight
SUNDAY

WEEK DAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.40 " to 11.00 a.m.	" 10 "
11.10 " to 11.30 a.m.	" 10 "
11.40 " to 12.00 noon	" 10 "
12.10 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 5.30 " "	" 10 "
5.40 " to 6.00 " "	" 10 "
6.10 " to 6.30 " "	" 10 "
6.40 " to 7.00 " "	" 10 "
7.10 " to 7.30 " "	" 10 "

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Vaux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office.
No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3. A Local	No. 5 Through Express	No. 7 Local	No. 9 Snow	No. 11 Local	No. 13 Through Express	No. 17 Local	No. 19 Local	No. 21 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (T'at Shei T'au)	dep.	7.30	8.15	8.30	8.45	9.00	9.30	10.00	10.30	11.00
	arr.	8.45	9.30	9.45	10.00	10.15	10.45	11.15	11.45	12.15
SHUN CHU	dep.	7.45	8.30	8.45	9.00	9.15	9.45	10.15	10.45	11.15
	arr.	8.50	9.35	9.50	10.05	10.20	10.50	11.20	11.50	12.20
Shuangshui	dep.	7.57	8.50	9.05	9.20	9.35	10.05	10.35	11.05	11.35
	arr.	9.00	9.45	10.00	10.15	10.30	11.00	11.30	12.00	12.30
Tamling	dep.	7.57	8.50	9.05	9.20	9.35	10.05	10.35	11.05	11.35
	arr.	9.00	9.45	10.00	10.15	10.30	11.00	11.30	12.00	12.30
Taijao Market	dep.	7.57	8.50	9.05	9.20	9.35	10.05	10.35	11.05	11.35
	arr.	9.00	9.45	10.00	10.15	10.30	11.00	11.30	12.00	12.30
Taijao	dep.	7.57	8.50	9.05	9.20	9.35	10.05	10.35	11.05	11.35
	arr.	9.00	9.45	10.00	10.15	10.30	11.00	11.30	12.00	12.30
Tamauai	dep.	8.04	8.50	9.05	9.20	9.35	10.05	10.35	11.05	11.35
	arr.	9.07	9.45	10.00	10.15	10.30	11.00	11.30	12.00	12.30
Hungchow	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
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	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG	dep.	8.23	9.04	9.19	9.34	9.49	10.19	10.49	11.19	11.49
	arr.	9.26	10.07	10.22	10.37	10.52	11.22	11.52	12.22	12.52
CHONG KONG										

MOUTRIE PIANOS

Have quality of tone,
lightness of touch,
beauty of design.

THE PIANO OF QUALITY,

specialized by years of
experience to withstand
the climate.

BACKED BY GUARANTEE FOR FIVE YEARS.

PRICES from \$425.

CASH OR EASY TERMS

S. Moutrie & Co., Ltd.



"Viyella"

SHIRTS with Collars to match.
Made of tropical weight
"Viyella," are light and soft
in wear, very absorbent,
prevent chill and do not shrink.

All sizes in stock
from 14 to 17½ inches.

"Viyella" PYJAMAS. DRESSING GOWNS.

MACKINTOSH

Men's Wear Specialists.
16, DES VŒUX ROAD.

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If you happen to want a Cigar make
a point of calling at the undermentioned
store where you will get the pride of the
Philippines, the "IMPERIO DEL
MUNDO" & "EL PALACIO"
at the cheapest rate obtainable owing to
favourable exchange.

THE HONGKONG CIGAR STORE

CO. LTD.

Hotel Mansions.

Tel. 151.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type
are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity
may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from
Gothic type to Copperplate, or a whole variety of others. There are over 300
varieties of type produced for use on the Hammond typewriter. All or any may
be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER.
Let us demonstrate to you its further advantages.

Messrs. BREWER & CO.,
(Sole Agents: Hongkong.)

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A REDUCTION OF 20%

is allowed on the Retail Prices of our
VERMICELLI, PASTE STARS, MACARONI, EGG NOODLES, and all other kinds
of Food stuff, in respect of the OPENING CEREMONY OF OUR NEW FACTORY
at CAUSEWAY BAY, HONGKONG, on the 25th October; for 20 days from the 25th
October to the 14th November.

PORTUGAL AT THE
CONFERENCE.

GREAT BRITAIN'S SUPPORT.
FUTURE OF THE COLONIES.

(Lisbon, September 12th.)

For those interested in the Portuguese politics the holiday reading
this summer has been provided by the
book by Senhor Egas Moniz, published
last month, and entitled "Um Ano de
Política." The author was appointed by
the late President Passos Ferreira Minister
in Spain, Foreign Minister and Head
of the Portuguese Delegation at the Peace
Conference. His book, after a rapid
survey of previous events, deals mainly
with the renewal of relations between
Portugal and the Vatican effected
through negotiations between himself and
Monsignor Ragonesi, and Portuguese in-
terests at the Peace Conference. It is
also concerned incidentally with Por-
tugal's part and policy in the war, and
with the future of the Portuguese colonies.

Pending the publication of the White
Book this volume throws light on several
questions of importance, and gives some
welcome information concerning the Pre-
sidency of Senhor Sidonio Passos, and the
relations between Portugal and Great
Britain. It is an interesting fact that
the author has been praised for his attitude
during the Peace Conference, and it
was only after he had been recalled in
March of the present year that Portugal
began to hear from his successor how
abominably Portugal was being treated.
Senhor Egas Moniz pays several tributes
to Mr. Balfour, whose charm he felt at
the Foreign Office and in Paris, and to
Sir Eyre Crowe, and he declares that the
English delegates were the only ones who
succeeded in supporting us effectively."
(p. 172) that "while I was at the head
of the Delegation the support of Great
Britain never failed us in the hours of
greatest difficulty" (p. 163), and that
"it was England that defended our cause
in difficult moments" (p. 413). He con-
sidered that things were going excellently
for Portugal when the whole Delegation
was recalled as the result of the Democrat
Party's triumph in Portugal. He prints
a delicious despatch (p. 397), in which
the Minister who was acting for him at
Lisbon was dismissing the man who had done
the work and, replacing him with others,
ends with a lament that it was a pity
that they could not all remain, both
those thus dismissed and their successors.

THE TROOPS IN FRANCE.

Concerning Portugal's policy in the
war, some confusion has prevailed owing
to the failure to distinguish between
her taking the side of the Allies, as to
which there was scarcely any difference
of opinion in Portugal, and her sending
troops to France, as to which there was
a great deal. It is no secret that it was
the Portuguese Government which insistently
asked that Portugal should fight in
Europe as well as in Africa, and that
it was as a result of these official rep-
resentations that the British Government
formally requested Portugal to co-operate
in France. From the Portuguese point
of view (apart from party considerations)
there is much to be said for this active
co-operation, which had already been great
sacrifices, which had already been great
in Africa and Portugal, might as well
have passed unnoticed. But it is natural
enough for the Portuguese to be asking
themselves now what they have gained by
it all except a famous victory. No one
travelling from Lisbon to Madrid can
help thinking how pleasant and profitable
it would have been to see a neutral "As
a matter of fact, neutrality would not
have been profitable, but ruinous, for
Portugal. It would have meant the loss
of her colonies, and it is in the security
of the colonies and the possibility of their
development that will be her best reward.

At the same time Portugal will have
a real grievance against the Peace Treaty
if she does not obtain very heavy repara-
tion from Germany. I think that is the
unanimous feeling of Englishmen in
Portugal and of friends of Portugal
abroad. It must be remembered that Ger-
many attacked Angola perfectly un-
scrupulously before a state of war existed
between Germany and Portugal, and that
the additional debt caused by the war
arouses the gravest fears for Portugal's
financial position, unless she can obtain
a new prosperity from the development of
the colonies. And not only does justice
demand that she should receive capital
for their development, but it would be
exceedingly bad policy on the part of the
Allies not to see that she gets it, since
the development of the Portuguese
colonies will favourably affect the African
colonies for other countries, and the
whole of African trade.

COLONIAL SCHEMES.

This volume contains colonial projects
involving an expenditure of 222,000,000,
of which 218,000,000 is for new railway
schemes. But the whole capital required
is far greater and more closely approxi-
mates to the 213,000,000 which is the sum
which the war is calculated to have cost
Portugal. It is interesting to observe
that in a Portuguese Note presented at
the Peace Conference it is stated that
Portugal intends to "accept and welcome
the advent of foreign (Allies) capital and
initiative" in the Portuguese colonies, to
send Portuguese and foreign (especially
English) specialists to study the resources
of the colonies, and to grant concessions
to Portuguese and Allied companies,
"naturally giving the preference" among
the latter "to Great Britain."

It is to be hoped that the Portuguese
Government is acting up to these profes-
sions, since the future of the Portuguese
colonies depends on it, and even delay in
this matter may spell ruin. It is suffi-
ciently folly to pretend that the Portuguese
can be sufficient unto themselves in Africa.
The plain truth is that they are not, and
could not be, in so vast an enterprise.
Moreover, never before has foreign co-
operation in the Portuguese colonies been
fringed with less peril for Portugal,
since, after her part in the war, everyone
respects her right to the absolute sov-
ereignty of all her dominions. If, by her
action now, she justifies the goodwill of
the Allies her future should be not only
good but excellent. Happily it is becom-
ing realised in Portugal that it is more
(Continued at foot of next column.)

SUSPEND WORK ON SHIPS!
WHAT THE NAVY THINKS OF THE
FUTURE.

(BY H. C. FERRARY, "DAILY EXPRESS"
NAVAL CORRESPONDENT.)

It is always interesting to spend a
week or two about with the officers of
the Navy. It takes one's mind rapidly
from the theoretical to the practical.
The past few days that I have spent in
the First Battle Squadron have been more
than usually interesting, because it has
been possible to discuss with the men
who are responsible for the Navy of to-
morrow the many debatable things which
Lord Fisher has thrown overboard among
his verbal depth charges.

I should not be exaggerating if I said
that the bulk of service opinion consid-
ered Lord Fisher to be indulging in the
exaggerations inseparable from advanc-
ing years. At the same time, there is a
school in the service, and it is largely
a school of younger men, who see truth
in such phrases as "Air fighting domi-
nates future war both by land and sea,"
and "By sea the only way to avoid the
air is under the water."

TORPEDO ATTACK.

Those who subscribe to these sentiments
are largely specialists either in sub-
marines or in aviation, and their opin-
ions are naturally tinged by their pro-
fessional training, but I am inclined,
nevertheless, to give them publicity, be-
cause it is of the utmost importance that
the views of these young men, who have
done great things under active service
conditions, should be heard so equally
with the voices of the senior men who
have grown up in an older tradition. I
do not say that youth has the monopoly
of wisdom in these matters, but there is
no reason that it should have the mono-
poly of silence.

Discussion centres largely at the mo-
ment around torpedo attack. In the first
place, the post-war torpedo is a far more
formidable weapon than that which was
used at Jutland, and the employment of
it is regarded differently, particularly
as regards big ship actions. There is
no longer that tendency to regard each
torpedo as a separate projectile; each is
considered solely as a unit in a whole
field of locomotive mines.

That is a big change in itself, and
must have a striking influence on tactics,
an influence of which Jellicoe showed us
a foretaste at Jutland when he was fight-
ing under practically unknown condi-
tions. The line of thought which he fol-
lowed there will largely be the line of
thought that admirals in the near future
will follow when confronted with a
similar problem, because the consensus
of service opinion is that it was the only
safe course to follow.

AIRCRAFT.

Much more dramatic, however, is the
employment of torpedoes by aircraft. We
had a taste of that in the First Battle
Squadron at Portland just before the
"Joy-ride" began. Aeroplanes carrying
torpedoes made an attack on the Atlantic
Fleet, preceded by other flying machines
carrying smoke bombs, and succeeded in
landing quite a high percentage of their
torpedoes in the hulls of the battleships.
I am betraying no secret if I say that
that attack has given rise to consider-
able discussion, and also to a little
misgiving. I dealt with this problem to
some extent in the course of the war in
the "Daily Express" at the time the Ger-
mans used torpedoes from aeroplanes
against merchantmen in the North Sea.
The original idea was not theirs. We had
then developed it to a considerable ex-
tent; but it fell to them to bring the
idea into public notice.

An aeroplane with a flying range of
some 500 miles, capable of carrying two
21-inch torpedoes and discharging them
at a battleship from a height of about
twenty feet from the water behind a
smoke cloud laid by other aeroplanes is a
factor in future warfare that we cannot
afford to overlook. Whether the antidote
ship, as Lord Fisher says, or in the
"blistered" ship with practically explo-
sion proof hull, which is the present be-
lief of the service, we can only determine
in the course of time.

SUBMARINES.

We have, it is true, shown in the M
class that a submarine can be built to
carry heavy guns. We have shown, too,
that submarines driven by steam can
attain the speed of battleships. We have
produced submarines whose speed of sub-
mergence and ability for Fleet work. Nev-
ertheless, we have not yet approached the
submersible with the hitting-power and
the sustained seapower of the battleship
as we know it today.

The circumstances of to-day are such
that the Fleet is almost entirely of
opinion that all new construction should
be temporarily suspended. It is felt that
the Admiralty Committee on New Con-
struction should be given a chance to go
into the problems.

patriotic to work in the colonies than to
conspire at home, and quite as interest-
ing. The admirable good sense of Presi-
dent Passos is more than once made clear
in this book, clearer, perhaps, than the
author realises. It is well in the despatch
which he sent to Senhor Egas Moniz in
London a few hours before his death, in
which, while emphasising Portugal's un-
questionable right to the whole of her
existing possessions, he strongly depre-
cates the demand on her part for any new
territory. Far from suggesting such an
addition of territory, he declares that, in
the event of an offer of the kind being
made, it would be preferable to put for-
ward something more useful. His firm-
ness and clear-sightedness would have
saved Portugal an immense amount of
money and of time, both of which are now
being squandered on what seems, to the
uninitiated, an unnecessarily extensive
scale.

A NEW PHILOSOPHY OF THE
UNIVERSE.

THE THEORY OF RELATIVITY.

(CONTRIBUTED.)

"A new philosophy of the Universe"
is the description given by the Press to
the announcement that one piece of
evidence at least has been obtained
experimentally by the Astronomer Royal
in favour of the Theory of Relativity.
No theory that has been promulgated
has ever been developed so rapidly, or
been subject to such searching criticism,
to its curious nature it owes its invulner-
ability, and even if finally it is relegated
to the dust-bin of waste notions, it will
probably be only owing to a distant for-
getfulness. Like certain discarded theo-
retical theories, such as Boole's theory of
gravitation, it explains the facts, and
like this theory, it evades disproof, and
the only evidence likely to be against it
is that of improbability.

The subject of relative motion is one
which presents itself at a very early stage
in the development of mechanics, and we
may regard it as having been placed upon
a definite basis by Newton. He showed
that it is impossible by means of dynam-
ical experiments to determine the absolute
velocity of a body through space. All
motion is relative, and the laws of mo-
tion, as stated by Newton, are equally
applicable whether the point from which
we are measuring is at rest or is in mo-
tion. A missile, hurled from a train, moves
in the direction of motion is much more
destructive to a stationary object than
one hurled in the opposite direction; but
as far as objects on the train are con-
cerned, it is equally destructive whether
hurled forwards, backwards or sideways.

The very simplicity of the laws of
actions between bodies is, to many, philo-
sophical evidence in favour of Newton's
view. These simple laws are equally true
whether our axis is moving or stationary.
The space with which we deal is one
aspect of the relations between phenom-
ena, but at least as far as motion is
concerned, the movement of this space is
without effect. In setting out his scheme
of dynamics, Newton postulated an
absolute standard in space, relative to
which all velocities are measured. Such
a beginning was suggested by the history
of the astronomical problem with which
he was dealing. Copernicus shifted the
centre of the Universe from the earth to
the sun; it was but a short step in
thought to assume that even the sun was
not the absolute centre of the Universe.
The theory as left by Newton is simply
that it is impossible on mechanical
grounds to determine the absolute velocity
of any body; all that can be determined
is its velocity with respect to others.
The doctrine is not metaphysical; it does
not deny absolute space or direction; it
merely denies the possibility of determin-
ing them.

Later, the relativity of electrical
charges and electrical pressures was estab-
lished. It is extremely unlikely that the
unchanged, is actually so. Yet it is easily
proved that charge will have no effect
whatever upon the forces between bod-
ies in the neighbourhood of the earth, and
just as dynamics can be developed on
the assumption that the earth is at
rest, electrical theory can be developed on
the assumption that the earth possesses
no electrical charge. In other words, it
is not possible by electrical phenomena to
determine whether the earth is charged,
any more than it is possible by dynamical
phenomena to determine whether the
earth is at rest.

The limited scope of the principle of
relativity as it stood has always been a
rather unsatisfying doctrine to the mind,
and when the wave theory of light became
firmly established it was almost with a
sense of relief that the suggestion of a
universal ether was hailed as offering a
possibility of a return to the absolute
theory. Here was a medium of reference
with respect to which the velocities of
bodies could be measured. Subsequent to
the assumption of the medium the prop-
erties of this ether were developed until
it became a physical entity as
matter itself. Then arose the question
of the velocity of the ether with respect
to this all-pervading medium. Such a
quest has no meaning, of course, apart
from a definite conception of the ether.
The medium is defined only by the
properties with which matter placed in
it is invested. It is, in fact, nothing
beyond an aggregate of the functions
which it serves, though we find it difficult
to conceive it except in some concrete
existent form.

This motionless or stagnant ether
having been adopted, it came as a surprise
that it was found impossible by any
experimental means to determine the
motion of the ether through it. Several
methods of experiment offered themselves,
but each one gave the same negative re-
sult. Briefly, the methods were these:
The velocity of light was measured both
in the direction of motion of the earth's
surface and in the opposite direction. If
the earth were moving with respect to the
ether, then a difference in velocity should
have been evident. Such a difference
could not be detected. The only obvious
explanation seemed to be either that the
ether was at absolute rest with respect to
the ether, or that the ether dragged the
ether with it as it moved through it.
Both are equally inconceivable. The first
would bring the centre of the whole
universe to the earth. The second would
bring the earth to rest very rapidly. One
explanation put forward by Fitzgerald
and Lorentz was that space was contracted
and that the failure of our apparatus to
determine differences in the velocity of
light in various directions was due to the
fact that all measuring devices were
different in length when they were placed
along the ether stream from what they
were when placed across the stream. The
idea, distasteful as it was, held the field
for some time, as the only possible ex-
planation, until once more the theory of
relativity was put forward in a much
more complete form by Einstein and his
co-workers. The theory, as stated by
them, is that it is impossible by any
means, either dynamical or optical, to
determine the absolute motion of a body.
The ether may be moving with respect
to the ether, but any attempt to deter-
mine this motion by physical means must
end in failure. The boldness of such a
theory demands attention; yet, all-
embracing as it is, it seems to evade any
scale.

(Continued at foot of next column.)

UNREST IN EGYPT.

BRITISH ADVISERS AND NATIVE
OFFICIALS.

Sir F. D. Lugard, formerly Governor
of Hongkong, in a letter to "The Times,"
says:—

In the last of the very interesting
articles on Egyptian unrest your corre-
spondent comes to the root of the matter,
in the endeavour to analyse what the
Egyptian who craves for independence
means by the term. He criticises the
system under which the Mudirs (Provin-
cial Governors), "often men of great
ability and long experience, in some cases
30 or 40 years," are bound to take the
advice given to them out of his ignorance
by the British Inspector, a young man
fresh from England, who is attached to
the province, even though that advice
may be opposed to the Mudir's own
mature judgment.

Your correspondent proposes that these
junior Englishmen should become execu-
tive officials, responsible to their Egyp-
tian official superiors—the Mudirs and
Ministers—who are in turn controlled by
the British Advisers to the Ministers, and
by the High Commissioner. I venture to
think that there are few British officers
who have been charged with high admini-
strative responsibility overseas who would
not view with extreme misgiving an
attempt to place British officials under
Egyptian Governors. However anxious
both might be to fulfil their obligations
with loyalty, nothing but disharmony
and friction could result, and the best
qualities of both would be nullified.
There is no need to labour the point
the experience of the Empire attests it.

But I am allowed to suggest an alter-
native. Let the Mudir take his orders
only from his own Egyptian superior—the
Minister—who is advised by and must
act on the advice of his British Adviser.
The Mudir alone will be responsible to
his Waki, or deputies, in his province, and
even to the village sheikhs. The British
Inspector will be constantly touring
through the province, to see that the
orders of Government are faithfully
observed, and that extortion and tyranny
are not practised. He reports cases to
the Mudir which come under his observa-
tion. He renders friendly advice alike
to the Mudir and to his district officials
(informing the Mudir). He watches over
the administration of justice in the na-
tive Courts, and the operations of the
tax collector. He is the friend of the
village sheikh, of the Waki, and of the
Mudir.

If his advice is not followed he reports
the circumstances to his own official
superior—the British Adviser to the
Minister—but he is neither the official
subordinate of the Egyptian Governor,
nor is he his *de facto* master. If he is a
man of tact, and of some experience (why
should "young men fresh from England"
be appointed to posts of such great and
vital responsibility?) he will be regarded
as a friend by those who are honestly
endeavouring to rule justly. His advice
will save the native officials from many
a mistake, and the peasantry will regard
him as an ally. The dignity of the na-
tive officials, is preserved in their own
eyes and in those of the people—a matter
of transcendent importance to native
rulers—for they alone can issue orders
in the name of Government. The prestige
of the controlling Power is equally pre-
served, for the British officer's advice
cannot be lightly ignored, and he in turn
is under the direct orders of the British
Adviser only.

Space does not admit of elaboration,
but I may add these principles are no
empirical suggestion. They have been
applied in Nigeria for the past 20 years
with success, and the powerful Moslem
States in that Dependency (10 to 15 times
the size of Egypt, with a population of
six million souls, though well aware that
England was at war with Turkey, have
remained enthusiastically loyal, making
voluntary contributions of many thou-
sands of pounds for the prosecution of
the war, and offering daily prayers in the
mosques for the success of British arms.
That Lord Milner, who is presently
going as Special Commissioner to Egypt,
recognises these principles may be seen
by references to pp. 110, 111, 114, and 406
of "England in Egypt." The times
have changed since he wrote that book,
but principles, though susceptible of
development, do not change.

attempt at disproof. It involves the
conception of time as something which
cannot be separated from the conception
of space. Simultaneity in time is an
experimental result and not a concept.
Light takes equal time to travel up and
down the ether stream because clocks, if
set the same when placed together, change
on being moved. Imagine two points A
and B. Two similar clocks are set at
exactly the same time by a person station-
ed at A. The second clock is taken to B,
and the velocity of light measured from
A to B and from B to A. The time taken
for light to travel in one direction is
found equal to the time taken for it to
travel in the opposite direction; for,
although the velocity of the light is con-
sidered, the velocity of the ether stream,
physically considered may be affected by
the motion of the ether stream, the read-
ing of the second clock during its transfer
from A to B has been affected by an
amount which exactly compensates.

So far the only evidence in favour of
the theory has been of a negative kind.
If the principle is true, certain effects
which might be expected will be
observed, and experiment has always
shown that they are. If—as there seems
every reason to believe—positive evi-
dence of an effect deduced from the theory
has been obtained, the principle has received
very definite confirmation. Its effect
upon the fundamental principles of
physical science it is difficult to over-es-
timate.

During the last generation many of our
cherished conceptions have been severely
shaken. Our belief in the infallibility of
Euclidian geometry has received many
severe blows, and on what basis it will
rest when its very sub-structure is shaken
is, at present, hard to realise. Yet out
of it all, even if our beloved ether is
nothing more than a set of equations
written in outlandish symbols, we have
something more precious than belief,
namely the right to doubt. Science has
too long been fettered by convention and
a scruple of authority.—A.G.W.

NEW ADVERTISEMENTS

LOST.

ON Barker Road, BULL TERRIER male PUP white with black spots on right ear. Finder please return to 148, Barker Road. Reward.

WANTED.

PORTUGUESE CLERK for local Import and Export firm.
Apply—Box No. 1519, Office.
Care of "Daily Press" Office.

SINGING PIANOFORTE

A N experienced Lady, Licentiate, Trinity College London, just arrived, is willing to receive PUPILS for Singing, Piano, Theory of Music, and the Art of Accompanying. Terms Moderate.
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HELENA MAY INSTITUTE, HONGKONG.

A PIANOFORTE RECITAL will be given by Miss BEISS WYERS at the Helena May Institute on WEDNESDAY, NOVEMBER 13th, at 8.30 P.M.
Admission \$1.00.
Members' inviting friends may book tables in advance for tea including Concert \$1.00 each person, from 4 o'clock.

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in TIENTSIN, up to and for the sum of \$50,000 current in Tientsin, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on November 17th, 1919.

The amount accepted is to be placed by the Tenderer to the order of the Treasury Chest Officer, ARMY PAY DEPARTMENT, at the Hongkong and Shanghai Banking Corporation, Tientsin, so as to be available on November 18th, 1919.

Persons tendering to state the amount of Dollars current in Tientsin per £100 for Telegraphic Transfer on the London Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 23 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such tender is subject to the express condition that no Member of the British House of Commons shall be admitted any share or part in or to any benefit to arise from the Contract, thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D., F.V. THURSBY-PELHAM, L.C., Col., His Majesty's Treasury Office, Hongkong, November 14th, 1919.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KWAISANG"

having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by Nov. 19th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.

No fine insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, November 13th, 1919.

ULU BENUT RUBBER COMPANY, LIMITED.

Nominal Capital \$1,500,000
Paid-Up Capital \$1,150,000
Share Value One dollar Straits.
Payment 25 cents on Application and balance on Allotment.
Total area 2,236 Acres.
Planted acres 1,844 Acres.
Bearing Acres 770 Acres, yielding 400 lbs. per acre per annum.
Purchase Price \$475,000 cash and 440,000 fully-paid shares.
Application closes at Singapore on the 21st of November.

BENJAMIN & POTTS.

Hongkong, 11th November, 1919.

INTIMATIONS

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A Dark Brindle Bull PUP Bitch. Finder will be rewarded.
Box No. 1474, Reply to—
Care of "Daily Press" Office.

WANTED.

SOMEbody to help with two Children, aged 4 and 2 years, on passage to England in S.S. "HARBOUR" and of December, in exchange for second-class passage.

Mrs. PLATT,
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2 FLATS in EWO WESS, No. 8, THE PEAK for 6 months from November 1st. For further particulars apply to—
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INTIMATIONS

NOTICE.

REPULSE BAY HOTEL.

IN Order to enable the Contractors to complete the work in connection with the above Hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the Flooring, Tiles, Paint Work, etc., the public are requested to kindly abstain from visiting the Hotel as on and from this date until its completion and formal opening of which due Notice will be given by advertisement in the Local Newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.
Dated this Sixth day of November, 1919.
FOR THE HONGKONG HOTEL CO., LTD.
Proprietors of the REPULSE BAY HOTEL.
J. H. TAGGART,
Manager.

G. R.

NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.
E. D. O. WOLFE,
Captain Superintendent of Police,
Hongkong, September 3rd, 1919.

PUBLIC AUCTION.

By Order of the Mortgagees

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction, On FRIDAY,

the 21st day of November, 1919, at 3 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"
1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

IN ONE LOT
This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions namely, Length 263 feet, Breadth 33 feet 6 inches, and Depth 18 feet 9 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

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Messrs. DEACON, LOCKER, DEACON & HASTON,
1, Des Vaux Road Central,
Vendors' Solicitors
or
to Mr. GEO. P. LAMBERT,
The Auctioneer.

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The Daily Press.

HONGKONG NOVEMBER 14TH, 1919.

THE OUTLOOK IN PERSIA.

It was natural for the SHAH, speaking as he was at a banquet in Manchester,

to emphasise the commercial advantages which his country expects to derive from the Anglo-Persian Agreement, but it was not merely post-prandial courtesy that prompted His Majesty to take the business men of Manchester into his confidence.

The Anglo-Persian Agreement has certainly changed the commercial outlook in Persia for the better. Before it was signed, no group of financiers would have regarded even the richest mineral concession in the country as anything other than a hazardous speculation.

Even before the war, when a director of the Deutsch Bank visited the country to test its commercial possibilities, Persia realised how difficult it was to persuade financiers to regard its concessions as tangible security.

The revenue of the country has existed so far only on paper. For a decade or so it has either not been collected in the provinces or, when it has been collected, has not been remitted to the Treasury at Teheran.

The weakening of the central authority has, in fact, reduced the country to a state of absolute bankruptcy. The war made the situation still worse. In spite of its neutrality, Persia suffered severely from the war in the Middle East, chiefly owing to the aggressive policy adopted by the Turks.

At the end of the war, the country was not only bankrupt but there were, in the words of the Persian Foreign Minister, "devastation, famine and epidemics" with which to contend.

With no central government and with no money or even the prospect of borrowing any, there seemed no hope for Persia.

The Agreement with Britain would be of little significance were it not for the fact that it makes the establishment of order in Persia one of its principal terms.

It provides the country with a considerable sum of ready money for the introduction of reforms and also with a guarantee for the improvement of the revenue system in the future.

With the aid of British advisers, Persia within a short time will have an efficient gendarmerie and a better system of government than it has known for many years.

Administrative reform is what the country needs most, and, with this assured, there is justification for the Shah's faith in the future. It will not be long before Persia is linked by railway with India, on the one side, and with Europe, on the other.

The time, in any case, has come when merchants everywhere can draw up their plans for conducting commercial operations in Persia with confidence.

For the next few years, however, the native population will not have money for luxuries, and the imports are likely to be restricted to the necessities of life.

There is every prospect of facilities being offered to those interested in developing the mineral resources of the country.

If a recent report may be believed, there is a new oilfield awaiting development, and, according to some Persians, there are coal, iron and other minerals in abundance.

If one half the reports about the latent mineral wealth of the country be true, it will not be long before the SHAH's hope is realised and Persia regains its ancient position as a great mart for eastern and western trade.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

PREMIER'S RESOLUTE ATTITUDE TOWARDS THE ANFUTES.

PEKING, November 13th.

The Premier, notwithstanding the opposition of the reactionary Anfu Club, persists in submitting to Parliament the Cabinet Ministers selected by himself. The Anfutes have offered to compromise by accepting all the nominations except that of Chow Tsu-chi for the Ministry of Finance.

The event took a dramatic turn to-day, when the Premier stopped all Anfu subsidies, affecting eighteen newspapers in Peking. A disruption is ensuing, and the Anfu Club members are complaining that their leaders are making the Club unpopular by unnecessary political obstruction.

CANTON NEWS.

November 13th.

THE ARREST OF THE STUDENTS.

The eleven students who were arrested for creating a disturbance in front of the Sincere Company's premises on Saturday are still detained in the Government Reformatory. The principals of the schools have marched at the head of about 4,000 students to the headquarters of the Military Government, the Tuchun and the Civil Governor to demand the release of the prisoners, but no definite reply has been given to them.

The Superintendent of Police has issued proclamations condemning the students' disorderly movements as calculated to cause grave inconvenience to merchants.

It is stated that the authorities have decided to release the students if they will sign a statement expressing repentance.

Several of the local newspaper offices have been searched by the police and five journalists have been detained on the charge of having issued leaflets inconsistent with the true facts of the case.

The M.P. and the members of the Provincial Assembly have passed resolutions demanding the dismissal of the Superintendent of Police for his "high-handed" action in arresting a member of the Provincial Assembly and the students.

The Military Government has issued the following regulations:—(1) Germans and Austrians are not to be interned, as before, but must report their arrival, departure, or change of address to the local authorities; (2) the prohibition against the publishing of books and newspapers by Germans and Austrians is abolished, but they must observe the regulations relating to publications; (3) the signature of papers upon their arrival is abolished; (4) the special "allowances" granted to them during the war will cease.

THE TUCHUN'S MOVEMENTS.
In regard to the Tuchun's sudden departure from Canton by the gunboat Tung-Hoi on the night of the 8th inst., news has been received that Mok Wing-son passed Wuchow on the evening of 9th en route to Kwangsi.

Another message states that Mok has gone to Kwangsi by the No. 1 gunboat of Kwangsi, accompanied by Kwok Chun-shum (his chief adviser) Leung Shi-mo (vice-minister of Foreign Affairs to the Military Government), and two other officials. Mok has telegraphed to his yamen stating that he arrived at Chum-chow on the 10th, and was going to visit General Luk Wing-ting in Morning.

The Tuchun's duties are being performed by Commander Ma-chai, Superintendent of the Canton Arsenal, and Mok, it is said, will not return to Canton as he has decided to retire.

It is also reported that Shun Chun-hen, Chief Administrative Director of the Military Government, has gone to Kwangsi with the Tuchun to consult General Luk.

THE ITALIAN FLYING CORPS.
It is reported that the authorities have selected a certain place in the Poon Yu district, near Canton, as a landing place for the Italian Flying Corps, when they visit Canton shortly.

The Italian Minister in Peking has informed the Peking Government that the Italian Flying Corps, consisting of ten aeroplanes, will visit Peking, and the Premier has set aside the Nam Yuen garden as a landing place for the machines.

CABLES.

LATEST CABLES
[THROUGH REUTER'S AGENCY.]

MINERS' STRIKE IN AMERICA

COALING OF FOREIGN SHIPS.

WASHINGTON, November 9th.
The order prohibiting the coaling of foreign ships has been modified, enabling foreign ships to take sufficient coal to carry them to the next bunkering station.

THE FIUME IMPASSE

SKIRMISH BETWEEN GOVERNMENT TROOPS AND REBELS.

BELGRADE, November 9th.
The Serbian Official Press Agency states that there has been a skirmish between Italian Government troops and the troops of D'Annunzio in which the Government troops suffered considerable losses.
D'Annunzio's troops are greatly dissatisfied owing to food shortage.

EARLIER CABLES

FRENCH ELECTIONS

M. MILLERAND'S ELECTION CAMPAIGN.

PARIS, November 5th.
A Havas message says:—
Paris is busy preparing for the legislative elections. Thirty-two lists of candidates have been deposited at the Prefecture of the Seine.
M. Millerand, High Commissioner for Alsace-Lorraine, addressing his constituents in Paris said that the Allies, having fought together on the battlefield, must help one another during peace.

THE WAR ON TUBERCULOSIS.

CONFERENCE TO BE HELD IN PARIS.

PARIS, November 9th.
A Havas message says:—
It has been decided to call a conference in Paris next October of delegates of the Anti-Tuberculosis Societies in the various countries belonging to the League of Nations.

DEVASTATED FRANCE.

A VISIT FROM THE KING OF SPAIN.

PARIS, November 9th.
A Havas message says:—
Before leaving Paris for Madrid, yesterday, the King of Spain paid a visit to the devastated areas around Noyon, Soissons and Caen.

THE PRESIDENT OF FRANCE

ON A VISIT TO ENGLAND.

PARIS, November 9th.
A Havas message says:—
The President of the French Republic and Mme Poincaré leave Paris at 10.10 p.m. to-day for London, where, tomorrow afternoon, they will be received at Victoria Station by the King and Queen and welcomed to the British metropolis.

"POLLY WITH A PAST."

"Polly with a Past" will probably be regarded as the greatest success of the Frawley Company in Hongkong. The comedy bears on it the Belasco impress, the hall-mark of merit. It kept a crowded house at the Theatre Royal last night, enthralling, calling forth hearty outbursts of laughter. Miss Vera, Doris, in the name part, proved herself a talented artist and Mr. Homer Barton filled the role of the simpleton, Rex Van Zile, with credit. Mr. Henry Crosby was deliciously droll as Stiles and Mr. Albert Morrison and Mr. Rodney Hildebrand as Harry Richardson and Clay Colman contributed materially to the success of the performance.
To-night, the Company present "Lombardi Ltd."

THE WRECK OF THE "FAZILKA."

A STORY OF MIND, MUSCLE AND DISPATCH.

The wreck of the Fazilka is thus described in the *West Madras Gazette*, a weekly paper pointed out on the steamer:—
Characterized by dispatch and good seamanship, the rescue of six hundred souls of the British India steamer *Fazilka*, was performed in six hours by the American steamer *West Madras*, assisted by the British tanker *Mytilus* and several boat crews of the stranded ship.
The first news of the ill-fated *Fazilka* was a radio message calling for immediate assistance received by Chief Radio Operator F. J. Foulner, of the *West Madras*, at 3.30 a.m. on October 31st.

Captain Humphrey of the *West Madras* immediately changed the vessel's course, ordering all steam. The British tanker, *Mytilus*, had also picked up and followed the *West Madras* to the wreck by an hour.

AT THE WRECK.
The *Modus* hove to and anchored a mile and a half to the leeward of the stranded vessel, and the transfer of passengers commenced without delay. The anchor went down shortly after noon, and within five minutes the first boat-load of passengers was alongside. The work of transferring the *Fazilka's* people continued until six thirty. Two of the *West Madras* life-boats were lowered. One was in charge of the Chief Officer, Mr. Gray, and the other captained by the Boatwain, Mr. Sturges. Volunteers manned the others for the long, hard pull. In every boat that left the side was an odd combination of seamen, firemen, water-tenders, or clerks, and messboys, each one bending his back like a veteran life-saver, and all working together in a form, surprising to a hastily picked crew. When the call for assistance came, the *West Madras* was about fifty-three miles to the southward of the Nicobar Archipelago, on her course from Suez to Singapore.

THE WRECK.
The *Fazilka*, built in Glasgow and operated by the British India Line, Captain V. P. Wiles in command, was en route from Singapore and Penang to Madras, when she struck on the south-eastern shore of the Island of Great Nicobar. It is said the vessel was travelling at full speed when she struck, wedging her tightly between an enormous coral known as "Boat Rock," and the mainland. Her bottoms were ripped open, and her holds filled rapidly to a depth of 15 feet in holds 1 and 2. She struck at night in rather thick weather, but no wind to speak of. So long as the weather remained fair it was thought she would hold together, although a very light wind from the wrong quarter might finish her with despatch.

THE WRECK.
The *Fazilka* struck at 2.30 in the morning and, being unable to take an observation, gave her position by chart. This position being about fifteen miles to the northward of her true position there was a while some fear lest she had sunk before aid could reach her. But the radio quickly disproved this theory and her funnel soon hove in sight. The tanker *Mytilus*, bound from Singapore for Colombo, took off the thirteen cabin passengers since he was bound their way. The remainder of the passengers, about 600 in number, were entirely Hindus. As the tanker could accommodate only a few of these, they were all brought aboard the *West Madras* and quartered in the fore-cabin, the forward tween-deck, and on the open decks, with awnings spread for them where possible. The Hindus, who were bound for Madras on a religious pilgrimage, will be dropped at Penang, whence most of them have come.

HOW IT HAPPENED.
There is, of course, at present no official story of just how the *Fazilka* came to grief. Mr. Mayo, third Assistant Engineer of the *West Madras*, who went aboard, has this to say:—"The *Fazilka* went ashore at 2.30 in the morning on the Second Mate's watch. The Second Mate says he believed the ship was to the northward of the island instead of the southward. As the night was thick, he found himself surrounded by the breakers around it. Believing the island lay to the port, he put the wheel hard a-starboard and fetched her up neatly between Boat Rock and the shore."

PRAISEWORTHY WORK.
Although there was nothing about the rescue work of a particularly spectacular nature, the work of the *West Madras* crew was worthy of the highest praise. Time and again the boats ferried between the rescuing and the stranded ships, the best part of two miles, with rather a heavy swell running. The boat and the burning sun added to the trials of the crewmen. Alongside the wrecked vessel the handling of the boats was particularly difficult owing to the surf surging in along the beach. Here the boats had to be held in position by main strength and steadiness while the terror-stricken Hindus tumbled in and took place in the bottom of the boat well clear of the oars. Twenty at a time the Hindus were ferried to the *West Madras*. Many of them were so weak that the sailors had literally to carry them aboard. Babies of all ages and shades of brown, from a few weeks old on up to tottering patriarchs, who will never again see the century mark in years, all were passed or handed over the side by rough-looking sailors who found they were admirable nurse-maids when the occasion arose. Many of the rescued on raising the *Modus* deck knelt in their tracks to thank the men who had saved them, but who were too busy saving others to take notice of them. In the transfer of the 600 in small boats, not a person was lost or hurt, and not one suffered even so much as a dip. The story is one of mind, muscle and dispatch.

FALL IN OUTPUT OF SILVER

EMPIRE'S RESOURCES.
[FROM A CORRESPONDENT TO "THE TIMES" TRADING SUPPLEMENT.]

The world's output of silver, which has this week (September 29th) realized 50.3d. per ounce, reached the highest recorded figure during the years 1911 and 1912.
"Mexico, the United States and Canada are by far the largest producers of silver, and the main factor in the decrease in world's output is the fall of Mexico's exports from 87 million ounces in 1911 to 35 million ounces in 1915. Silver production in the United States was maintained during the war period at an average of 74 million ounces a year but there was not the steady increase that had been going on year by year prior to 1914.
Canada's production, too, has fallen from over 32 million ounces in 1911 to 22 million ounces in 1917, whilst Australia, formerly the fourth largest producer, yielded only a little over four million ounces in 1915, as compared with 17 million ounces in 1911.

INCREASED DEMAND.
The high price of silver which now prevails (the highest for nearly 50 years) may thus be attributed, in the first place, to the usual cause of a rise in the price of a commodity, namely, a diminution of the available supplies. But there have been other contributory causes, including an increased demand in several directions. Our own Royal Mint has coined exceptionally large quantities of silver during the war, and other European countries also have increased their silver coinage. All the far Eastern countries, with the exception of Japan, which produces a considerable quantity of silver, absorb silver, and the prosperity which they have enjoyed during the years of war has increased their demand. In ordinary times India absorbs silver for coinage, for personal and other ornaments, and for hoarding, at the net rate of 60 million ounces a year, and this silver never reappears in the world's markets. During the last few years the Government of India has coined much larger quantities of silver than usual.

The United States is usually a large consumer of silver for coinage, for industrial purposes, and for articles of luxury, but a large increase took place in exports of silver from the United States in 1915, as shown by the following table:
Value in thousands of dollars.
June 30th.
1914 52,567
1915 45,977
1916 53,171
1917 74,011
1918 139,181
The United States will no doubt have to reduce the export of silver to meet the demand this year, and the demand thus caused will help to maintain prices. A minor contributory cause of the high price of silver is the use of the metal in large quantities for the photographic processes incidental to the war and growing moving picture industry. A factor which tends to reduce the output of silver during the last few years was the abnormally high prices of base metals, which, in many instances, led mining companies producing silver as a by-product, to increase their extraction of base metals and reduce the extraction of the silver contents of their ores.

The mines of Ontario are among the comparatively few which are worked primarily for their silver contents. It is reckoned that about two-thirds of the silver production of the world is obtained as a by-product of lead, copper, and zinc mines, in the ores of which silver is present in quantities worth saving, yet not usually sufficient to warrant their being worked for the silver alone. Hence, if a fall in the price of silver tends to render the working of a mine unprofitable, silver may not be worth producing, however high its price. In the ores produced in the Cobalt district of Ontario, however, silver is the most important metal, and therefore a high price for silver encourages production.

PROSPECTS IN AMERICA.
Canada ranks third amongst the silver producing countries of the world. The discovery of the silver-cobalt ore deposits of Timiskaming in Ontario, in 1903, was one of the most sensational mineral discoveries since the Klondyke rush. These ores were found to contain an exceptionally high percentage of silver, and during the first ten years of working the mine yielded 135 million ounces of silver. The highest grade ores have now been worked out, and ores of lower grade are being mined. The annual output in Ontario is now about 20 million ozs.

Last year's production of silver in British Columbia showed an increase of over half a million ounces to a total of 3,498,170 ozs., the highest output recorded for any year being for 1914—3,602,180 ozs. About 75 per cent. of the output of silver is obtained from the treatment of silver-zinc ores, and the balance mainly from the smelting of gold-copper ores containing silver. Shipments of ore from the Skeena river are expected to increase rapidly in the immediate future.

The great centres of silver production in Australia are Broken Hill, in New South Wales, and Zeehan, in Tasmania. Just before the war the production of silver in New South Wales had reached an annual average of 14 million fine ounces, owing to the disturbance caused to the mining industry by the enlistment of miners for military service, the output fell off to less than 9 million ounces in 1917. These figures of silver production do not mean that the actual metal was refined in the Commonwealth, because the silver contained in the exported concentrates. Thus, 1,594,000 ounces of silver were refined in New South Wales from silver-lead ore mined in the State in 1917 was 1,783,004 ozs. The estimated silver contents of concentrates dispatched from the State was 7,581,190 ozs., making a total production for the State of 9,363,130 ozs. as compared with 14,504,900 ozs. in 1913, the year before the outbreak of the war. Of the silver ore mined in Tasmania, the Zeehan mines still recently contributed about a third, but in 1917 the output of the Magnet mines was much greater than that of the Zeehan mines. The Mount Farrell mines were third in order of production.

(Continued at foot of next column.)

MENACE OF THE EIGHT-HOUR DAY.

FAMOUS SHIPBUILDERS' WARNING.

"A FOOL'S PARADISE."

The British people cannot have either a materially or spiritually better world without doing more work, and unless the truth is recognised vague rhetoric and camouflage about building up a new world where Labour shall have its just reward can only do harm and retard the coming of that better time.

This striking sentence forms part of a grave warning to the Prime Minister and the nation's leaders by Sir George B. Hunter, one of the largest shipbuilders in the country, and head of the great firm of Swan, Hunter, and Wigham Richardson, Limited, of Wallsend-on-Tyne.

He takes special exception to the introduction of the universal Eight Hours Bill at this time of crisis in the nation's history. In the course of a letter he says:—
"Never before has there been half so much need of increased output, increased exports, and the increased production of wealth. We are living on credit and our credit is being exhausted. Our capital is being rapidly consipated, and at the present rate of waste it will not last many years. It is well known that we are spending too much and working too little. It is practically certain that we are in imminent danger of such a partial or complete collapse of our financial and industrial prosperity as will cause widespread unemployment."

Yet it is a fact that we are now living in a fool's paradise, and doing less work and producing wealth more slowly than before the war. The people have been and are being encouraged to believe that without increased exertion they can build a better England and be more prosperous than before the war.

EXCESSIVE PRODUCTION.
The cost of living has become more and more oppressive, not so much by profiteering, as by under-production, excessive consumption, and high wages. Yet shorter and still shorter hours of work are higher and still higher wages (not only for the lower paid, but for the highest paid workers) are being demanded.

At this time our Government has chosen to introduce a Bill to limit, under penalties, the increased production of wealth by depriving men who are now free and perfectly able and willing to protect themselves of their right to work more than forty-eight hours a week. Such a proposal would be at any time economically unsound and suicidal, and a gross infringement of individual liberty. There never was a time when it was less needed; there never will be a time when it could be so harmful as now. It should be added, this Bill is not, as is asserted, a measure that has been agreed or approved by properly accredited representatives of labour and capital, and what is quite equally important, of the consumer.

"The average output of work in Great Britain through excessive holidays, short time keeping, and the lack of effort to produce wealth—and it must be added, even by a widespread desire (due to ignorance) to restrict production—is not much more than half of what it might be, and should be. It is quite futile for any one to deny that there is a considerable amount of voluntary limitation and slackness."

This, at least, will be accepted by the thoughtful Labour leader and trade unionist; that, however the profit may be divided, nothing can prevent the workers from great benefit by increased production. They cannot fail to benefit by it, and they cannot fail to benefit much more than employers or capitalists. It will provide, as it has in the past provided, an increase in real wages. It will cause not unemployment, but better employment."

The output of silver in Queensland was 241,630 ozs. in 1917. Most of the important gold mines of Queensland yield silver, but silver mining *per se* is carried on somewhat apathetically. Large deposits of silver and copper are still available in the Lady Jane and Giorina mines in the Mungana district, near Chillagoe, and there are signs of work being resumed there.

There are no silver mines working in the United States, but the silver contained in gold bullion produced in 1917 was 938,146 fine ounces, roughly 10 per cent. by weight of the gold. Two lodges of argentiferous copper ore have been worked in the past—the Willows Silver Mines, near Pretoria, and the Alberta Silver Mines, near Bronkhorstspuit. In neither, mine was worked with success, possibly because at the time railway communication was extremely high. The present demand for silver may lead to these dormant mines being re-opened.

In Rhodesia, silver is produced at the rate of nearly 20,000 ozs. a month, but it is entirely a by-product of the gold-mining industry. Silver occurs in conjunction with lead ore at certain mines in the Umfolozi district, of which the Randelo is the most prominent. In the Loma Gundi district deposits of argentiferous lead and copper ore are known which may with improved communications prove workable. At present little is known of their nature or extent.

Practically the whole of the silver produced in India comes from the Bawdwin lead-zinc mines, which doubled their production in 1917, turning out 1,850,557 ozs. in that year, as against 759,019 ozs. in the previous year. These ancient mines were worked by Chinese from Yunnan for a very long period until about 50 years ago, when they were deserted. They are now worked by the Burma Corporation (Limited).—*Times*.

OUR FOREIGN TRADE.

FROM 1914 TO 1918.
HUGE DEBIT BALANCE.

[BY THE CITY EDITOR OF THE LONDON MORNING POST.]

It is doubtful whether a full statement of our foreign trade during the years of war will ever be completely recorded. There was published, yesterday, the annual statement of the Trade of the United Kingdom with Foreign Countries, and inasmuch as the figures cover the years 1914 to 1918 inclusive, it might at first be supposed that a complete survey could be obtained of the trade movements during that period. Unfortunately, however, the statistics, though sufficiently valuable, are weakened by the fact that for the greater part of the war period previous to July, 1917, only very partial details were given of the imports, the purchases of certain commodities by our own Government or the Governments of the Allies not being included. After July, 1917, the figures as regards imports were of a more complete character, while only those exports were excluded which referred to portstuffs and articles for the use of our Forces on active service. In noting the figures for the five years it is most essential, therefore, to bear this point in mind, because there are two practical points which arise. On the one hand, it is clear that for the years 1915 and 1916 the real excess of imports over exports was worse than appears from the published figures, and this being so, it follows, on the other hand, that the steep ascent in the excess of our imports over exports shown in the years 1917 and 1918 was not so great as would appear from the figures, the returns of the previous years having been incomplete.

OUR WAR SACRIFICE.

Subject to a careful consideration of these points, the figures of the returns are none the less instructive, and while space prevents dealing with them in much detail, it will be well that the main facts should be clearly grasped, because they serve to emphasise the great cost of the war to this nation as measured not merely in actual outlays but in loss of trade, a matter which, quite as much as our actual borrowing abroad, explains our present troubles in the matter of adverse trade balances and unfavourable foreign exchanges.

Here, then, may be shown at a glance the totals of imports and exports for the five years under review, the figures being given in millions of pounds. The third table, it will be noted, gives the excess in each year of imports over exports, and the total of such excess for the five years:

TOTAL IMPORTS.

(In millions of pounds.)

	1914	1915	1916	1917	1918
Food, drink, and tobacco	297	341	410	455	570
Raw materials and articles mainly unmanufactured	237	247	337	385	458
Articles wholly or mainly manufactured	160	181	189	218	256
Miscellaneous	3	3	4	6	8
Totals	697	822	940	1064	1316

TOTAL EXPORTS INCLUDING RE-EXPORTS.

(In millions of pounds.)

	1914	1915	1916	1917	1918
Food, drink, and tobacco	44	47	51	24	16
Raw materials and articles mainly unmanufactured	111	107	113	110	75
Articles wholly or mainly manufactured	363	315	420	443	419
Miscellaneous	4	13	19	20	22
Total	522	482	603	597	532

For Excess of Im-ports over Re-exports over (in millions of pounds.) Years Exports, 1914 1915 1916 1917 1918

We have already given one of the reasons why the figures for 1918 and 1919 are so much worse in the matter of our adverse trade balance than in the three preceding years; but there is another reason, namely, that the trend of prices of commodities has been in the upward direction all the time, so that to-day they stand at about the highest level on record. This, of course, has been a matter working cumulatively to our disadvantage all the time. It is true that our exports have also been affected to some extent by the same circumstance, but, inasmuch as our imports have been so much greater, the loss we have sustained as a country through these high prices has been enormous. Moreover, it is to be feared that there is not much encouragement to be obtained from the remembrance that, to some extent at all events, the excess of imports over exports may have been offset by invisible exports in the shape of high freights. Not only were our shipping facilities curtailed during the war and the actual loss of tonnage suffered one of the most serious items in war costs, but in place of our receiving large sums in dividends on our American investments, we probably sold to that country in the years under review something like one thousand millions sterling in securities.

PRESENT CONDITIONS.

So far as the official Bluebook is concerned, the story of our trade steps with the year 1918, but since then we have had the monthly returns for the present year, and it is instructive, therefore, to turn to these, and see how far there has been an improvement in the position during the present year, when there has been no actual war in progress. The figures are, of course, available for the eight months of the year, but it will be easier for purposes of comparison to refer only to the first six months, and for that period our imports amounted in value to 2716,000,000, or considerably more than one-half of the total for the whole of last year, while our exports were 529,000,000 for the six months.

(Continued at foot of next column.)

COL. JOHN WARD ON BOLSHEVISM.

PACIFISM IN THE LIGHT OF FACTS.

Mr. J. Havelock Wilson, M.P., presided at the annual dinner of the National Sailors and Firemen's Union, which was held at Gaiety's Restaurant, Strand, on September 22nd.

Colonel Ward, in responding to the toast of "The Services," said it did not seem to him that one-half or one-fourth, or even a thousandth part of the people quite understood the wonderful age in which we had lived during the past four or five years. Of all the ages of the world this was the heroic age. Neglect of interest, no clash of ideas, no clash of brute force had ever brought forward the enormous human energy, force, and heroism that we had seen during that time. No one would ever dream now of going back to dim and distant history to find more heroic conduct than that of the people to whom we belonged.

He had stood on a platform many a time denouncing conscription and war as vigorously as any man in any part of the country, but he was very much afraid that the very fact that they so placed that policy of pacifism before the war in the first programme of their Labour movement and produced the very reaction that they had most tried to avoid. People thought that they were afraid, and not prepared to shoulder the responsibility that history had placed on our race. It was useless to talk about toasting the Army and Navy and Auxiliary Forces, for there could not be anyone left out of them to respond. The gathering that night mostly represented the mercantile marine, without which nothing could have been done. We could not have rendered assistance in any part of the world if it had not been for the men who did not fear to go down to the sea in ships in spite of the treachery of the foe.

NOT AN IDLE SPECTATOR.

Referring to Russia, he said no one could ever describe exactly what had occurred in Russia during the last two or three years. It was impossible to contemplate that humanity could become so insane as to bring about what had happened in Russia. No one could sleep in a house or eat unless he conformed to the Bolshevik creed. And that was democracy according to Mr. Ramsay MacDonald. Not only men but their wives and families would be tortured, and they could not even whisper their thoughts in the streets for if they did they might be dead in a few hours. They would not be able to sit together in a gathering like that in Russia, for most likely, if they did, they would be lying dead on the floor. They could not call out for policemen to keep order there.

"The Labour movement is entitled," continued Colonel Ward, "to everything it can secure within the Constitution by orderly means, but it must not think I would sympathize with anything like that I have seen in Russia, and I would not be an idle spectator if such a thing showed what he had seen and listen patiently to a disputation as to whether Bolshevism would not be a good thing for England."

It was due to the Services, members of which had ventured their lives in combating the atrocities of Central Europe, that they ought to be thought well of, not only by this country but by the whole of mankind. He could not allow that occasion to pass without making a reference to the gallant crew who had done so much towards the safety of his battalion, and to that remarkable man Captain Flynn, the master of the ship. He did not know whether any honour was being bestowed upon Captain Flynn, but he was a gallant man. (A voice:—Yes, and an Irishman.)

Colonel Ward—So long as you also say a Britisher I don't mind. (Laughter and cheers.)

Colonel Leslie Wilson, M.P., responding to the toast of the Minister of Shipping, said that of all the Ministries, that of Shipping had been least criticised in the last Session of Parliament. The public and those who represented them in Parliament thoroughly realised the debt they owed to the Mercantile Marine, and they were anxious to repay that debt in some tangible manner. They wanted a steady flow of well-disciplined men into the Mercantile Marine, and they hoped that in due course there would be set up some acceptable scheme under the management of owners and men which would maintain for all time a steady flow of British men for British ships. The future of the National Maritime Board rested with them. The Ministry to which he belonged was anxious to give its assistance towards the formation of a joint industrial council. That the Ministry of Shipping had not come to an end was no fault of the Ministry itself. The sooner they got back to freedom the better for the country, but it was essential that the lessons learned in the war should not be forgotten.

months, as compared with 2532,000,000 for the whole of 1918. In other words, the position as regards imports was rather worse, while as regards exports it was rather better, while the total excess of imports over exports for the first six months of the present year was 2386,000,000 as compared with 2764,000,000 for the whole of last year. Here, again, no doubt we see the ill-effects of the high prices of commodities, and while during the past two months there has been considerable improvement, especially as regards our exports, it is impossible to study our trade figures without a profound sense of the task which lies before us if we are to recover from the adversity occasioned by the war.

Yet these are the times and the conditions which a certain section of the Labour community, which did its best to rob us of the victory in war, seems now determined to utilise for preventing our recovery from the inevitable financial difficulties arising out of the war.



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THE IDRAL HOUSE.

CHEAP TO BUILD AND GETS STRONG WITH AGE.

The urgency of the housing problem at Braintree, Essex, has led to an interesting development there which will be watched with interest by local authorities. The town has a number of enterprising industries in it, including the Critical Manufacturing Company, who are engaged in turning out, on a large scale, such things as steel window frames, steel doors and staircases. To meet the needs of their workpeople and others the Braintree Co-operative Homes (Limited) (a public utility society under the new Act) has been formed, and is building houses on a new, cheap, and speedy plan. They are made of concrete blocks, with continuous cavity walls, reinforced concrete floors and roofs, and are fitted throughout with Critical steel windows, staircases, and door frames. All the doors are covered with a jointless material, so that it is not necessary for the tenants to provide linoleum or other floor covering. The houses are draught, damp, fire, and vermin proof, and, as in all cement structures, will get stronger with age.

One hundred houses are being built, varying in size from those with living-room, scullery and bath-room combined and three bed rooms, to the largest type, which contain living-room, parlour, kitchen, hall, four bed-rooms and bath-room.

THREE HOUSES PER WEEK.

The gravel used for making the block floors, etc., is excavated on the site, with an Eric steam shovel, which feeds a mechanical screening plant at the rate of 300 cubic yards in a working day. The screened sand and gravel is hauled to the central mixing station by a winch and is tipped into Ransome concrete mixers and there fed into Bayliss block making machines. Each of these turns out 900 blocks in 8 1/2 hours, or an equivalent of 5,400 ordinary bricks. The total daily output for the plant is 4,000, or the equivalent of 34,000 bricks. The partition blocks are made by a specially invented machine.

Three houses are completed every week and some are already occupied. They are apparently very comfortable and quite attractive in appearance, both externally and internally. The roofs are flat, but there is more rain than snow in Essex, and, in any case, the strength of the structure is such that it will resist any likely strain. The houses cost 30 per cent. less than brick houses of the same size. Each occupies an eighth of an acre.

TRIAL OF AMERICAN LIGHTNING SYSTEM.

An experiment in housebuilding on a system new to this country, but common in the United States, is being carried out at Newton, near Swansea, by the well-known architect, Sir Charles Ruther.

The houses, three in number, are being built on a site overlooking the Bristol Channel, selected on account of its exposed character. The first house was only commenced three weeks ago, and within thirty days from the day upon which the first sod was cut this house will be completed in every respect and fit for immediate occupation.

In an interview, Sir Charles Ruther said that his system possessed all the good points of the old-fashioned methods and none of the bad points. All that is required, he says, in house building is complete protection from the weather, stability of the structure, and lasting qualities, and if these three conditions are complied with, it matters little what system of house building is adopted.

Sir Charles said he was endeavouring to indicate, in a practical form, that houses were required much more rapidly than the present efforts upon the part of the Government and municipalities promised to provide. The houses now being erected possessed all the qualities necessary for the provision of proper homes for the people, were cheaper, and could be erected in less than one-quarter of the time occupied in the erection of ordinary houses.

DEMOCRACY'S EFFECT ON RUFFLES.

WOMAN'S RIGHT TO WEAR "UNMENTIONABLES."

The cutaway coat worn by men of the present generation is about the last remnant of the skirt age to which men originally belonged. Mrs. Beatrice Forbes Robertson Hale told the Conference of Women Physicians in session at the Young Women's Christian Association headquarters, at New York. She sought to disabuse the minds of her hearers of the belief that the skirt was woman's by right of inheritance, and to show that they could wear bifurcated outer garments in season if they desired.

"All the kings, mayors, priests, etc., used to wear draperies," said Mrs. Hale. "The cutaway coat is about the last remnant of the skirt age for men, and the remaining cylindrical horror of the frock coat is the last vestige of the frock which was worn by peasants."

"I don't believe dress is based on sex appeal," she added, defending the principles upon which women dress. "Savage chiefs wore beads and other adornments, and the men of old wore quite as many frills and furbelows as the women. It was only with democracy that men gave up ruffles, laces, and wigs."

"Up to 100 years ago men dressed quite as elaborately and as foolishly as women. The modern American wife is a shop window for her husband, showing at his desire that he is getting on in the world," Mrs. Hale advocated a proper health as well as dress equipment for women, and said women should stand together for proper clothes and against the fashions thrust upon them by the "greatest trust in the world, the clothing manufacturers."

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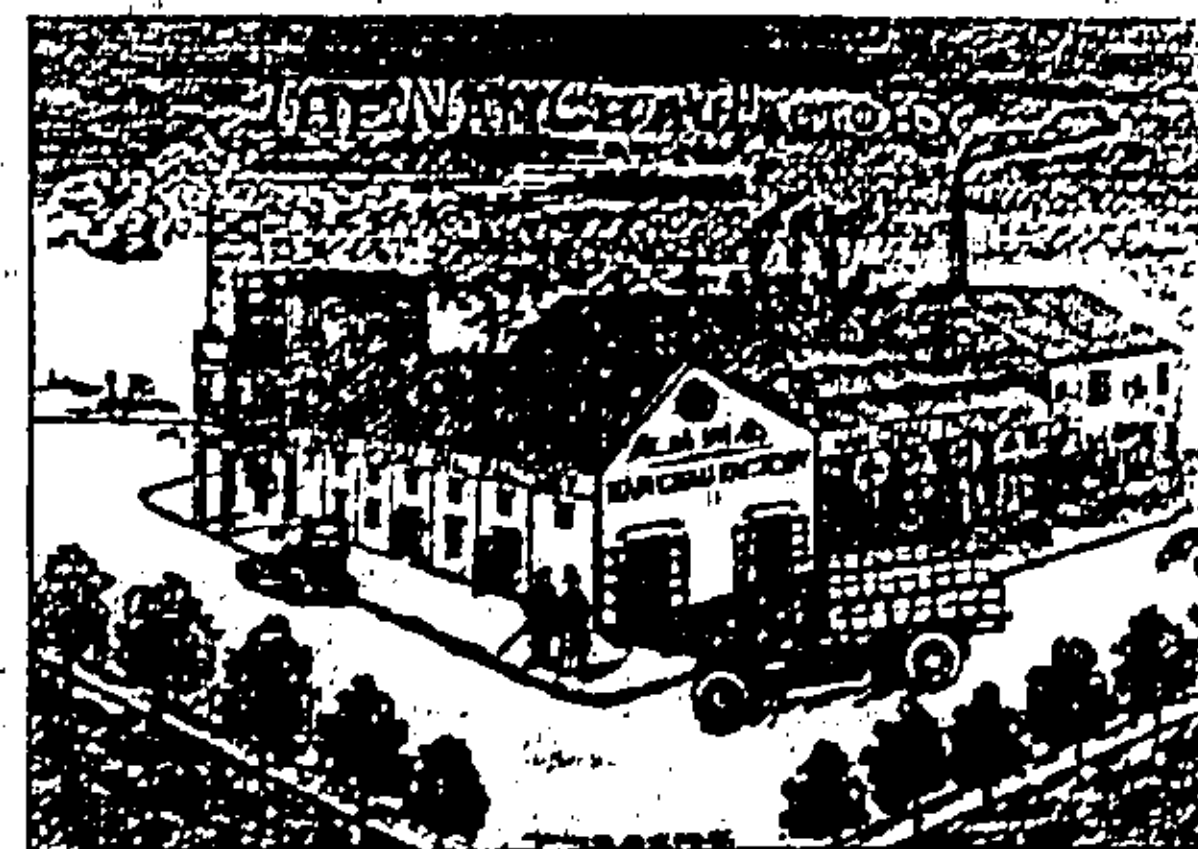
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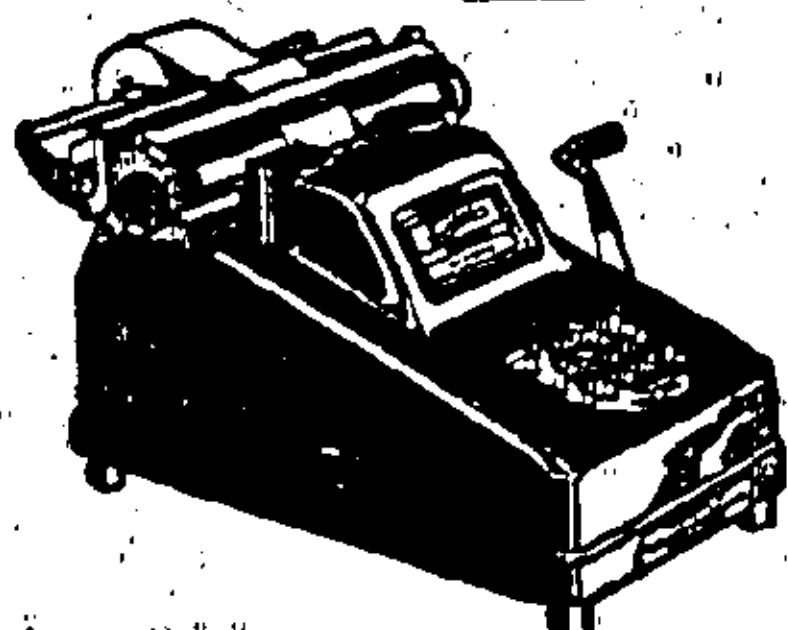
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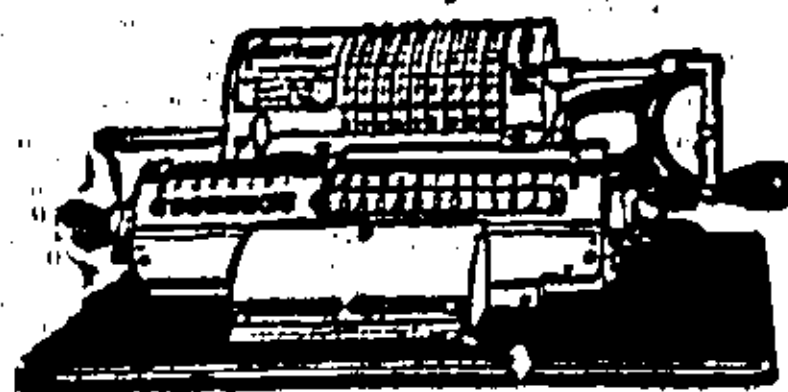
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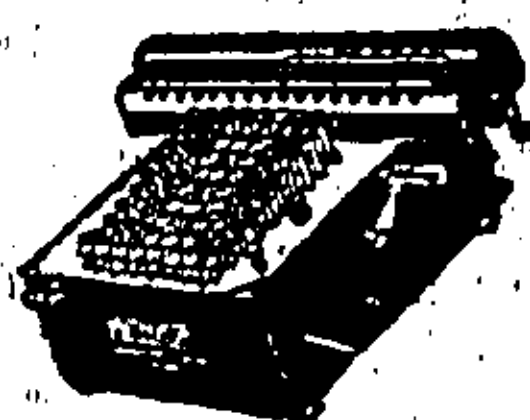
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GERMAN INFLUENCE UNBROKEN.

ECUADOR IN PEACE TIME.

[FROM "THE TIMES" CORRESPONDENT.]

QUITO, ECUADOR, (By Mail).

In this remote and little-known corner of the globe, high up in one of the valleys of the Andes, far removed from the thunder of the guns that have shaken Europe, a small British colony has anxiously watched the progress of the struggle during the four long years of the war with Germany. Some few of the native Ecuadoreans sympathized with the Allied cause, but the vast majority of the people were emphatically pro-German. The reason therefor it is not difficult to recognize.

Is the first place, practically the whole of the import trade of the country and a not insignificant part of the export trade were, and long had been, in the hands of Germans, and it must be admitted they had done everything to deserve it. They adapted themselves, as those of no other nationality have, to the conditions and requirements of the market; they manufactured and exported goods to meet the particular and peculiar needs of this people; they carried on correspondence and published catalogues and price lists, not in their own unknown language, but in Spanish; they met the small merchant and trader more than halfway in the matter of easy terms of payment; German agents represented German houses; and in order that no want should go unsupplied they imported British, American, and French goods whenever there was any call and when German goods would not meet the requirements. Greatly to the shame of British houses these were not infrequently represented here by Germans. The writer knows personally the case of one German, acting as the agent for British hardware firms, who as late as well into the third year of the war—1917—could still make it his boast that he booked good orders and collected the corresponding commissions. The Ecuadorean shopkeeper had been made to feel his dependence on the German, and he consequently resented bitterly the restrictions placed upon German trade during the war, for thereby "the hope of his gains was gone."

Then the Church used all its influence in favour of Germany and taught its people, publicly and privately, to pray and work for the success of the Germans in all possible ways. Not even Germans themselves could successfully vie with the Roman Catholic clergy as German propagandists. The common masses, and the more fanatical of the upper classes, among whom the name of Germany had, previous to the outbreak of the war, been perhaps less known than that of China, in a country where France had hitherto been a household word, became enthusiastic sympathizers with the German cause as soon as hostilities commenced. "France needs to be punished for her apostasy and the expulsion of the religious orders," was the argument used.

GERMAN OFFICIALS.

The army also, partly organized by Germanized Chilean instructors and German officers, glorying in German uniforms and helmets and the beauties of the goose-step, and convinced of the superiority of German military organization, tactics, and arms, was naturally pro-German almost to a man. Lastly, the Government, had placed German teachers in charge of their normal schools for both sexes, and had renewed their contracts during the war, had charged German firms and engineers with the construction of their railways, had a German German technical adviser at the Ministry of Public Instruction, and another at the Ministry of Public Works. Most of these are still at their posts, and their influence cannot be overestimated. There is reason to believe that financial pressure had more to do with the rupture of relations with Germany than any question of sympathy with the cause of the Allies on the part of the individual members of the Government.

In such circumstances the British Diplomatic and Consular representatives had no easy time during the war. In spite of all their efforts, however, the Germans in Ecuador while suffering from many restrictions continued to flourish and still do. Surrounded as they have been by sympathizers they never lacked "cloaks" and the strictest enforcement of Statutory List regulations could at no time have been in excess of what the situation called for.

Naturally the news first of the armistice and recently of the signing of the Peace Treaty was welcomed by all parties. Those of us of Allied nationality rejoiced to learn that Germany had been forced to accept terms of peace; the German sympathizers of all kinds were delighted to learn that Germany was not going to be utterly annihilated. Hence, though from different motive, peace has been very generally and sincerely celebrated here.

NO RHINE MARRIAGES.

The War Office issued the following statement last night:—
Statements have recently appeared in the Press to the effect that it is "quite a common thing to see British soldiers marrying German girls," and a Leeds soldier, in particular, is said to have declared that "he went to Cologne Cathedral and there saw twenty-three British soldiers, being married to German women."

In response to an inquiry by the War Office as to the truth of these statements, the General Officer Commanding-in-Chief, Army of the Rhine, has replied as follows:—

"Report absolutely untrue. No marriages between British soldiers and German have taken place in Cologne Cathedral, nor have any such marriages taken place in the occupied territory as far as can be ascertained after interrogation of the German authorities."

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SATURDAY, Nov. 15th: "PARLOR, BEDROOM AND BATH."

MONDAY, Nov. 17th: "SCANDAL."

TUESDAY, Nov. 18th: "THE FORTUNE HUNTER."

WEDNESDAY, Nov. 19th: "THREE FACES EAST."

Prices as Usual. Booking at MOUTRIE'S. [1472]

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars,
FEDERAL Trucks—FISK Tires,
HARLEY-DAVIDSON Motorcycles.

ARROW, BRENNAN, JACOBSEN, MEITZ,
RED WING, ROBERTS & VENN-
SEVERIN Marine engines.

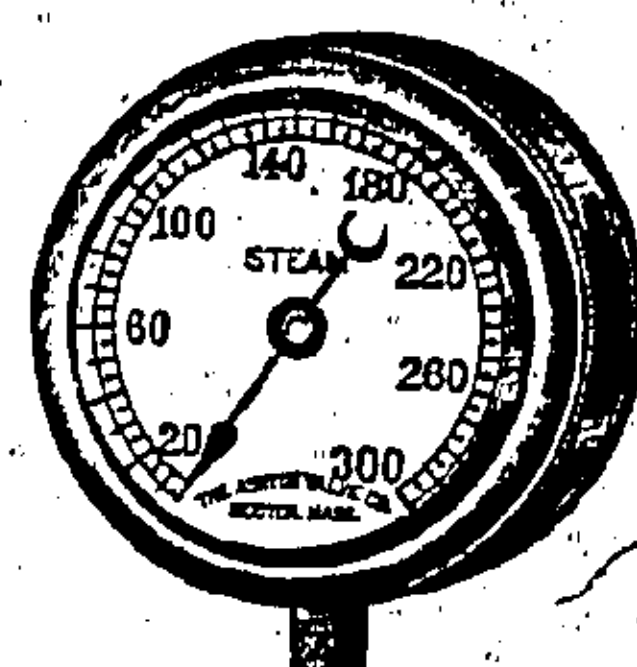
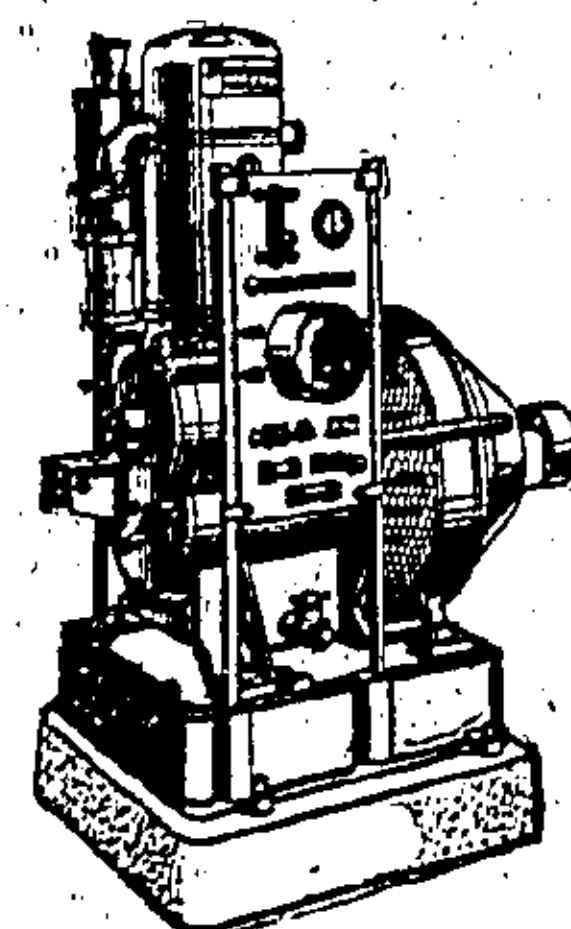
We stock Spare Parts and carry a complete line of Auto-Accessories and Motorboat Fittings.

Motor, Car Storage

Repairs of all descriptions under European supervision. Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage
No. 7, Russell St. or Phone 659.



Pressure Gauges for all purposes.

Sole Agents for

Ashton Valve & Gauge Co.,
Union Engineering Co., Ltd.,
HONGKONG.

TEMPORARY OFFICES:

Top Floor PRINCES' BUILDING.

1½ K.W. Lighting Plant works entirely on Kerosine twice the capacity of any plant in the market and half the cost. Stocks carried.

HOGG, KARANJIA & CO., LTD.,

1a, Chater Road—Phone 2354.

IMPORTERS—EXPORTERS—ENGINEERS.

"GLIDDEN"

Roofings.

Paints,

Varnishes,

& Stains

for all purposes.

We also can supply

Dyes.

Metals.

Paper.

Machinery

of all kinds.

Plumbings Supplies.

Construction

Materials.

Tools (all kinds).

Chemicals.

Household Goods.

Write or Phone on anything you require.

SPECIAL—Our Construction and Engineering Dept. would furnish builders with free plans and specifications, to customers, for their steel and building materials—at competitive prices.

SHIPPING NEWS

ARRIVALS.

November 13th.

Dovi, Norwegian str., 503 tons, Capt. Tobiasen, from Yokohama, with a cargo of coal. Thoresen & Co.

British str., 1,168 tons, Capt. H. H. Stewart, from Swatow, with a general cargo. Douglas S.S. Co.

British str., 1,210 tons, Capt. H. H. Stewart, from Swatow, with a general cargo. China and Australian S.S. Co.

Kwang Sang, British str., 1,025 tons, from Canton, with a general cargo. J. M. & Co.

Luchow, British str., 1,221 tons, Capt. Morse, from Bangkok and Swatow, with a general cargo. B. & S.

Nam Wan, Portuguese str., 235 tons, Capt. Costa, from Hothow, with a general cargo. Tai Fung.

Nippon Maru, Japanese str., 681 tons, Capt. Shiohira, from Kuching, with a cargo of coal. Fukukawa.

Phoenicia, British str., 1,065 tons, Capt. Hamilton, from Saigon, with a cargo of rice. Wo Fat Shing.

Wing Sang, British str., 1,517 tons, Capt. Christie, from Canton, with a general cargo. J. M. & Co.

Yokohama, Japanese str., 6,116 tons, Capt. Okamoto, from Shanghai-N.Y.K.

SHIPPING MOVEMENTS.

The P. & O. *Norona* left Singapore for this port on the 13th instant at 8 a.m., and is due here on the 15th instant at about noon.

The S.S. *Douglas* arrived at Singapore on the 13th inst. and is expected to sail for this port on the 15th.

The S.S. *West Virginia* sailed from Shanghai on the morning of the 5th inst., and the *Columbia* from Shanghai the afternoon of the 5th inst.

SHIPPING ITEM.

The *Gabo*, which arrived in harbour yesterday from Sydney with the Australian mails, has just been released by the Australian Government, which commandeered her for transport purpose during the war. The *Victoria*, another commandeered vessel, will arrive from Australia next week. Both are owned by the China-Australian Steamship Co., a Chinese concern.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1919.
With Index. Price \$7.50.
On Sale at the HONGKONG DAILY PRESS Office.

JAVA-CHINA-JAPAN LINE
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	Nov. 18th	Nov. 18th	BATAVIA via SINGAPORE
TJIPANAS	JAVA	19th Nov.	26th Nov.	SHANGHAI

*Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LINE.

York Building, 1st Floor.

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about
December 1st.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents

[133]

FOR NEW YORK

AMERICAN ASIATIC S.S. CO.

S.S. "ARABIAN PRINCE"

will be despatched for NEW YORK via PANAMA CANAL about
End of December.

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.

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WEATHER REPORT.

November 13th, at 11.35.—No returns from Vladivostok, Japan, the Philippines or the Marianas.

Pressure has increased slightly at all reporting stations.

An anti-cyclone is central over the lower Yangtze Valley.

Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1st, 73.41 inches, against an average of 81.1 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distance: FORECAST.

Hongkong to Gap Rock: (N.E. winds, fresh, fine).

Formosa Channel: (N.E. winds, fresh, fine).

South Coast of China between the same as Hongkong and Lamock: No. 1.

South Coast of China between the same as Hongkong and Hainan: No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 13th

Barometer	29.98	30.03	30.04
Temperature	76	77	78
Humidity	84	84	80
Wind Direction	ESE	North	East
Force	1	1	2
Weather	c	o	b
Rain	—	—	—

■ Highest open-air Temperature on 13th... 78
■ Lowest open-air Temperature on 13th... 65

HONGKONG TIDE TABLE.

From 14th to 20th November 1919.

HIGH WATER.				LOW WATER.			
Day of Week	Day of Month	H'kong Standard Time	Height	Day of Week	Day of Month	H'kong Standard Time	Height
Fri.	14	h. m.	ft. in.	Fri.	14	h. m.	ft. in.
		1 9	7 3			8 46	1 9
Satur.	15	2 23	6 7	Satur.	15	9 50	4 8
		3 36	6 7			10 50	2 9
Sun.	16	4 19	5 4	Sun.	16	11 30	2 5
		5 19	5 4			12 29	4 4
Mon.	17	6 34	5 0	Mon.	17	1 40	2 8
		7 24	5 0			2 40	3 7
Tue.	18	8 24	5 6	Tue.	18	3 42	3 0
		9 34	6 6			4 42	3 0
Wed.	19	10 36	5 5	Wed.	19	5 40	3 2
		11 36	5 8			6 40	3 2
Thur.	20	12 33	5 3	Thur.	20	7 40	2 6
		1 34	5 1			8 40	2 3

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Saturday, 13th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

YOKOHAMA MARU ... Friday, 14th Nov., at Noon.
TAMBA MARU ... Friday, 28th Nov., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.
TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKIWA MARU ... Saturday, 22nd November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAMA MARU ... Thursday, 27th November.
SHINYO MARU ... Friday, 28th November.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... Tuesday, 26th Nov.
MURORAN MARU ... Thursday, 4th Dec.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGOMARU ... Saturday, Nov., at 11 a.m.
NIKKO MARU ... Saturday, 30th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... Friday, 14th Nov., at 3 p.m.
HWAHWA ... Monday, 17th November.
KITANO MARU ... Tuesday, 26th Nov., at 11 a.m.
INABA MARU ... Thursday, 11th Dec., at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, B'dam H'burg etc.)

TATSUNO MARU (London, Antwerp & Hamburg) ... Friday, 21st Nov.
TSUSHIMA MARU (Marseilles & Liverpool) ... End of Nov.
DUREAN MARU (London, Antwerp, Rotterdam & Hamburg) ... Middle of Dec.

For further information apply to— NIPPON YUSEN KAISHA.
S. YASUDA, Manager
Telephone Nos. 242 & 243

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" AND "COLOMBIA"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.
S.S. "ECUADOR" ... Wednesday, Dec. 31st, 1919.
S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.

ALSO

The following U.S. Shipping Board vessels

Sails from	Due to sail
SAN FRANCISCO	From Hongkong
S.S. "WEST INSKIP" ... Oct. 25th, 1919	Dec. 17th, 1919.
S.S. "WEST CADDOA" ... Oct. 30th, 1919	Dec. 24th, 1919.
S.S. "WEST CONOB" ... Nov. 1st, 1919	Dec. 28th, 1919.
S.S. "WEST YACA" ... Nov. 10th, 1919	Jan. 3rd, 1920.
S.S. "WEST KADOR" ... Nov. 20th, 1919	Jan. 10th, 1920.
S.S. "WEST NERIS" ... Dec. 28th, 1919	Feb. 13th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.
For further information apply to—
PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road,
Cable Address "SOLANO."
Telephone 141.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA ... "LOONGHANG" ... Fri. 14th Nov., 3 p.m.
TIENTSIN, via WHEATLEY and CHEFOO ... "CHONGSHING" Sat. 15th Nov., D'light.
SHANGHAI ... "ERANG" ... Sat. 18th Nov., D'light.
STRAITS & CALCUTTA ... "FOOKSANG" ... Tues. 18th Nov., 3 p.m.
SHANGHAI ... "HANGSANG" ... Wed. 19th Nov., D'light.
TIENTSIN ... "CHIPSING" ... Sat. 22nd Nov., D'light.
BANDARAN ... "HINRANG" ... Sat. 22nd Nov., Noon.
KOBE ... "CHAKSANG" ... Wed. 26th Nov., 5 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at H'kong when Indonesian offers.

BAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at H'kong when Indonesian offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan, by steamers having up-to-date accommodations for passengers.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage apply to—
JARDINE, MATHESON & CO., LTD.
General Managers.
Telephone No. 214.

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Mojil) Kobe & Yokohama)

From Hongkong to Vancouver

DUE

STEAMERS

Empress of Japan ... Nov. 10 ... Dec. 10

Empress of Asia ... Nov. 27 ... Dec. 15

Empress of Russia ... Dec. 25 ... Jan. 12

Empress of Japan ... Jan. 14 ... Feb. 4

Monteagle ... Jan. 3 ... Jan. 27

Empress of Asia ... Jan. 23 ... Feb. 9

Empress of Japan ... Mar. 10 ... Mar. 31

Empress of Russia ... Mar. 11 ... Mar. 29

Monteagle ... Mar. 22 ... Apr. 15

Empress of Asia ... Apr. 8 ... Apr. 26

Empress of Japan ... May 5 ... May 24

Empress of Russia ... May 6 ... May 24

Monteagle ... May 29 ... June 21

Empress of Asia ... June 3 ... June 21

Empress of Japan ... June 30 ... July 21

Empress of Russia ... July 1 ... July 19

Passages Fares Hongkong to United Kingdom.

Empress of Russia ... 16,850 Tons Reg. ... Gold 6,000 Tons Reg. ... Gold

Empress of Asia ... 16,850 Tons Reg. ... Gold 6,000 Tons Reg. ... Gold

Empress of Japan ... 16,850 Tons Reg. ... Gold 6,000 Tons Reg. ... Gold

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Empress of Japan ... 16,850 Tons Reg. ... Gold 6,000 Tons Reg.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to KILWA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, and on to the interior of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to KILWA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(Raffles & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Raffles & Co., Canton.

THE BANK LINE, LIMITED.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HAIPHONG	"KAIPOH"	On 14th Nov. 10 A.M.
SHANGHAI and SWATOW	"YINGHONG"	On 15th Nov. 4 P.M.
SWATOW and BANGKOK	"LUCHOW"	On 18th Nov. 10 A.M.
SHANGHAI	"SHANTUNG"	On 18th Nov. Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 18th Nov. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 38

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	14th Nov. at Noon.
"HAICHING"	Capt. Thompson	16th Nov. at 9 A.M.
"HAICHONG"	Capt. J. W. Evans	18th Nov. at 1 P.M.

* For Swatow Only

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"BURYLOCHUS"	via Panama	25th Nov.
"CITY OF NEWCASTLE"	via Suez	30th Nov.
"KNIGHT TEMPLAR"	via Panama	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

REISS & CO.,

CANTON.

1214

P. & O. - BRITISH INDIA, AUSTRALIAN & EASTERN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NOVARA	18th Dec.	23rd Jan.	1st Feb.
KASHGAR	26th Dec.	30th Jan.	8th Feb.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DILWARA	18th Dec.	2nd Jan.

FOR

CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due at Calcutta about
GREGORY APCAR	17th Nov. at 1 P.M.	8th Dec.

FOR

AUSTRALIAN PORTS VIA TORRES STRAITS.

Steamer	Leave Hongkong about	Due Sydney about
EASTERN	26th Nov.	17th Dec.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
NOVARA	18th Nov.	2nd Dec.
ARRATON APCAR	19th Nov.	27th Nov. (Kobe).
KASHGAR	26th Nov.	8th Dec.
DILWARA	4th Dec.	7th Dec. (Shanghai).

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels Measuring not more than 5ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ENDICOTT"	About	Nov. 26th
"ELKTON"	About	Nov. 29th
"ELDRIDGE"	About	Dec. 10th
"EDMORE"	About	Dec. 24th
"CITY OF SEATTLE"	About	Jan. 5th
"SEATTLE SPIRIT"	About	Feb. 1st
"WHEATLAND"	About	Feb. 15th

For PORTLAND direct.

"WABAN"	About	Dec. 19th
"WAWALONA"	About	Dec. 8th

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANHONG.

LLOYD TRIESTINO

S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE hence, about Nov. 26th.

To be followed by

S.S. "PERSIA"

S.S. "AFRICA"

For freight or passage, apply to—

DODWELL & CO., LIMITED.

Agents.

1122

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
* PERSIA MARU	9,000	Nov. 14th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
KOREA MARU	20,000	Dec. 2nd
* NIPPON MARU	11,000	Dec. 8th (from Yokohama)
TENYO MARU	22,000	Dec. 18th
SHINYO MARU	22,000	Jan. 18th

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	Jan. 8th, 1920.
KIYO MARU	17,200	Mar. 31st.
SEIYO MARU	14,400	May, 11th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

Information as to rates, sailings, etc., apply to—

Telephone 2374 and 2375. T. DAIGO, Manager, King's Building.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 20,000	On or about 18th Nov.

MARSHALLS VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBA, SUEZ, PORT SAID	"SPHINX" 20,000	On or about 16th Dec.
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SHANGHAI	"SCHARNHORST" 20,000	On or about 30th Nov.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailing, etc., apply to—

J. TOUBERT, Acting Agent, Queen's Building, Tel. 744.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALPS MARU" ... End of November

"AMUR MARU" ... End of Dec. or early Jan.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Monday, 24th November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Thursday, 26th November.

"BURMA MARU" ... Thursday, 6th December.

"KASADO MARU" ... Friday, 7th December.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"UNSAN MARU" ... Monday, 1st December.

SYDNEY, MELBOURNE—Monthly service calling at AUCLAND

"MADRAS MARU" ... N.Z. and ADELAIDE

"KUNAJIRI MARU" ... Saturday, 16th November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 22nd November.

"CANADA MARU" ... Thursday, 27th November.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAJO MARU" ... Sunday, 16th November

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 20th November

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

WEIGHT AND PASSENGERS.

"NANKING" "CHINA" "NILE"

15,000 tons. 10,000 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

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VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

13th Jan. 1920. Nov. 22nd. Dec. 20th.

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